Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 431 **Const Calendar Day:** 4 **Date:** 08-Jun-2012 **Friday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE):
JACKING SADDLE HOUSING COVER PLATES:

There is no work on the saddle housing cover plates today. The ironworker crew of foreman Jim Benninghove is primarily working on Hinge K CCO 216 falsework inspected by others. The following ABF ironworker operations on the W2 saddles remain:
>WDS-N, WDS-S, and WJS tie rods have not been stressed yet. ABF has stressing equipment on order, and it is scheduled to arrive around the end of June, so that these rods can be stressed before load transfer, as required.
>WDS-N and WDS-S trough face housing plates - some plate washers are needed where slotted holes are not covered by the fender washers. ABF is waiting for a final count of the number of plate washers that are needed and will order the material when they have a final count including the WJS.
>WJS trough face housing plates are not erected. The plates are on site and ready to be erected, but ABF is not doing this work today, with the ironworkers busy on other operations.
>WJS upper housing plates are on site but cannot be erected until after load transfer. The plates interfere with the jacking saddle vertical hanging supports that will continue to support the saddle/frame through the end of load transfer. Also, the plates prevent access to the bolts that connect the saddle to the frame and need to be tightened after load transfer.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE):
TOWER SADDLE TIE RODS:

The 4” diameter tower saddle tie rods are in the warehouse at Pier 7 - there are 25 required rods plus a spare rod, 100 washers, 100 nuts, and 98 jam nuts. ABF Engineer Andre Markarian measures and labels some of the tie rods - he only measures and labels the rods that are on top of the stack and are accessible. He will measure and label the other rods later. The warehouse laborers (Everardo Hernandez and Ignacio Garcia) repackage the washers, nuts, and jam nuts from the cardboard boxes in which they were shipped from Dyson to 2 wood crates - approximately 1 hour of work for these 2 laborers on this item work and then they do other work in the warehouse and Pier 7 yard not tracked/documented in this diary.

ABF Engineer Andre Markarian tells me that ABF plans to shake out all of the rods and then run the nuts down the full length of the rods to verify that the threads are ok. I suggest that during tie rod erection, because the long rods need to be inserted horizontally through the saddle tie rod holes and then held while nuts are run down the length of the rods, that ABF should do something to protect the rod threads in the saddle holes. I suggest PVC and Andre says that he may see if he can use a small piece of Teflon plastic

curved into those holes.